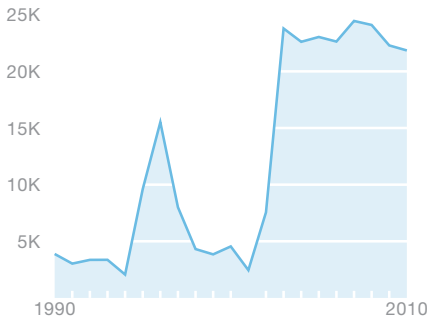
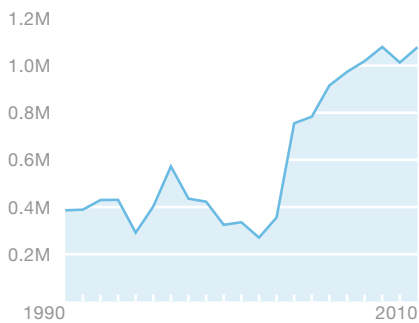


# Wyoming

Largest Commercial Airport:<sup>1</sup> **Jackson Hole**Population (Estimate):<sup>2</sup> **544,270**Gross Domestic Product (\$ Millions):<sup>3</sup> **36,760**Contribution to Gross Domestic Product: **1.8%**State Share of International Visitors:<sup>4</sup> **0.0%**Number of Departures<sup>5</sup>Number of Passengers<sup>5</sup>

ACTIVITY	AVIATION STATISTICS <sup>1,5,8</sup>			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	10	22,291	15,507	1,012,539
General Aviation	23	282,191	–	–
Reliever Airports	0	–	–	–
<b>Total Activity</b>	<b>33</b>	<b>304,482</b>	<b>15,507</b>	<b>1,012,539</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>6</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$122,108,366	\$35,738,163	985
▶ Airport Operations	\$55,655,198	\$19,497,044	536
▶ General Aviation	\$85,258,633	\$24,953,138	687
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$7,671,320	\$1,832,761	49
▶ Air Courier	\$405,740,855	\$117,753,719	4,028
<b>Indirect</b>			
▶ Visitor Expenditures - Airlines	\$436,667,707	\$126,605,494	5,012
▶ Visitor Expenditures - General Aviation	\$28,585,867	\$8,288,059	328
▶ Travel Arrangements	\$3,967,144	\$1,268,585	51
<b>Total Aviation Activity</b>	<b>\$1,145,655,090</b>	<b>\$335,936,962</b>	<b>11,676</b>

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT <sup>6</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$56,656,410</b>	<b>\$18,509,329</b>	<b>491</b>

ENABLING EFFECTS	TRADE FLOWS <sup>7</sup>	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$6,199,900	128
Exports	\$1,634,100	3
<b>Total Enabling Effects</b>	<b>\$7,834,000</b>	<b>131</b>

# Appendix A Notes

- <sup>1</sup> U.S. Department of Transportation, Federal Aviation Administration. National Plan of Integrated Airport Systems (NPIAS), [http://www.faa.gov/airports/planning\\_capacity/npias/](http://www.faa.gov/airports/planning_capacity/npias/)
- <sup>2</sup> U.S. Department of Commerce, Bureau of the Census. Population Estimate Program. <http://www.census.gov/popest/estimates.html>
- <sup>3</sup> U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Accounts. <http://www.bea.gov/regional/index.htm>
- <sup>4</sup> U.S. Department of Commerce, International Trade Administration. Office of Travel and Tourism Industries. <http://tinet.ita.doc.gov/>
- <sup>5</sup> U.S. Department of Transportation, Bureau of Transportation Statistics, *T-100 Segment Database*.
- <sup>6</sup> Total economic impact is the sum of primary plus secondary impacts.
- <sup>7</sup> U.S. Department of Transportation, Federal Highway Administration, *Freight Analysis Framework*, Version 3.0.
- <sup>8</sup> U.S. Department of Transportation, Federal Aviation Administration. Terminal Area Forecast (TAF). <http://aspm.faa.gov/main/taf.asp>

# Glossary of Economic Terms

## Earnings

Wages and salaries and other labor income, such as overtime, benefits, and proprietors' income paid to all employed persons by employers for a given unit of work or time. The Bureau of Labor Statistics (BLS) publishes earnings data.

## Employment (Jobs)

Employment is the implicit or explicit contractual relationship which exists between an employer and employee, whereby the employee voluntarily agrees to provide work effort to the employer in exchange for cash or in kind remuneration.<sup>1</sup> The BLS is responsible for collecting and publishing data on the number of employed within the U.S. According to the BLS: "Employment data refer to persons on establishment payrolls who received pay for any part of the pay period that includes the 12th day of the month. Data exclude proprietors, the unincorporated self-employed, unpaid volunteer or family workers, farm workers, and domestic workers. Salaried officers of corporations are included. Government employment covers only civilian employees; military personnel are excluded. Employees of the Central Intelligence Agency, the National Security Agency, the National Imagery and Mapping Agency, and the Defense Intelligence Agency also are excluded."<sup>2</sup>

## Enabling Impact

Enabling impact is the economic impact on employment and income generated by economic activities that are dependent on the availability of air transportation services.<sup>3</sup>

## FAA Spending

FAA spending includes FAA expenditures on payroll, non-payroll (including facilities and equipment, operations, research), and grants issued through the Airport Improvement Program (AIP).

## Gross Domestic Product

Gross domestic product (GDP) is the dollar measure of overall economic production during a given period of time. It is the current-dollar value of all final goods and services produced within a country during a specified

time period, such as a year or quarter. These goods and services include consumption, investment, government expenditures, and exports. GDP can also be viewed in value-added terms as the sum or aggregate of value added over each stage of production over the entire economy. The Bureau of Economic Analysis (BEA) publishes annual and quarterly measures of GDP.

## Gross Output

For an industry, gross output is the dollar value of goods or services produced by the industry and made available for use outside that industry during a specified time period.<sup>4</sup> It is measured as total sales or receipts, plus other operating income, commodity taxes (sales and excise taxes), and changes in inventories; or, equivalently, as value added, plus goods and services purchased for use in production. For an entire nation, total gross output is equal to total intermediate inputs plus GDP. Therefore, total gross output exceeds GDP. The BEA publishes annual national- and industry-level estimates of gross output.

## Induced Impact

Induced impacts result from expenditures identified in the measurement of primary impacts, as well as spending by employees.

## Input

The total monetary value of goods and services consumed or used to produce a final good or service including capital, labor, energy, materials, and services.

## Multipliers

Multipliers measure the impact of particular spending on the rest of the economy. In particular, these coefficients gauge the effects of spending on output, earnings, and employment. The BEA publishes industry-level multiplier estimates.

## Output

Output is the current-dollar production of goods or services by a production unit and measured by total sales or receipts of that unit, plus other operating income, commodity taxes (sales and excise taxes), and changes in inventories.

**Primary Direct Impact**

Primary direct impact refers to expenditures on air transportation, air transportation support services, and civil aviation-related manufacturing.

**Primary Impact**

Primary impact refers to expenditures on air transportation and supporting services; aircraft, aircraft engines, and parts manufacturing; and travel and other trip-related expenditures by travelers using air transportation.

**Primary Indirect Impact**

Primary indirect impact refers to expenditures of air passengers on travel-related goods and services, other than airfares and associated charges paid directly to airlines or travel arrangers.

**Recession**

A recession is the period between an economic peak and an economic trough and is characterized by a significant decline in economic activity across the economy, lasting from a few months to more than a year. The timing of economic peaks and troughs are based on measures of economic activity such as real GDP, employment, retail sales, and industrial production.<sup>5</sup> Recessions are declared by the Business Cycle Dating Committee of the National Bureau of Economic Research (NBER). The most recent U.S. business-cycle contraction or recession officially began in December 2007 and ended in June 2009.

**Secondary Impact**

Secondary impact is used interchangeably with Induced Impact.

**Total Economic Activity**

Total economic activity is a term used interchangeably with Gross Output.

**Total Impact**

Total impact is the sum of primary and induced impacts.

**Value Added**

Value added refers to the current dollar contribution into production by an individual producer, industry or sector during a specified time period. It is measured as the difference between gross output and goods and services purchased for use in production. (These purchased goods and services are also called input purchases or intermediate inputs.) Equivalently, value added consists of employee compensation, production-related taxes, imports less subsidies, and gross operating surplus. Value added can be summed or aggregated across individual producers over an entire sector, industry or nation; at the national level, total value added equals GDP. The BEA publishes national- and selected sector-level annual and quarterly measures of value added, as well as selected annual industry measures.

## Glossary Notes

- <sup>1</sup> United Nations. 2008. *System of National Accounts*, 2008. P. 136.
- <sup>2</sup> U.S. Department of Labor, Bureau of Labor Statistics. 2011. *Handbook of Labor Statistics*. March 2011.
- <sup>3</sup> Mariya A. Ishutkina and R. John Hansman. 2009. "Analysis of the Interaction Between Air Transportation and Economic Activity: A Worldwide Perspective," MIT International Center for Air Transportation.
- <sup>4</sup> Organisation for Economic Co-operation and Development. 2002. "Glossary of Statistical Terms."
- <sup>5</sup> National Bureau of Economic Research. "Statement of the NBER Business Cycle Dating Committee on the Determination of the Dates of Turning Points in the U.S. Economy."

# Acknowledgements

The Office of Economic Analysis is very grateful for the helpful contribution, comments, and guidance from:

Kevin Alsop, FAA

David Ballard, GRA Incorporated

Matt Bedard, Infina

Ryan Bonneville, MCR Inc.

Richard Champley, U.S. Department of Commerce,  
International Trade Administration

Richard Golaszewski, GRA Incorporated

John Heimlich, Airlines for America™

William McQuillan, FAA

Al Meilus, FAA

Allison Ritman, FAA

Frank Sanders, FAA

Michael Stanley, BMS

Michael Wells, FAA

Ryan Willis, Infina

The Economic Analysis Group under the Office of Performance Analysis and Strategy extends a very special thank you to David Chin for supporting this work and to Randy Matsunaga and Tony Choi for their value-added and unwavering contributions to this project.

For more information, please send inquiries to:

Thea Graham

Economic Analysis, Office of Performance Analysis  
and Strategy

EconImpact@faa.gov

TIME ON



Restroom  
Restaurant



Shops



U.S. Department of Transportation  
Federal Aviation Administration

800 Independence Avenue, SW  
Washington, DC 20591